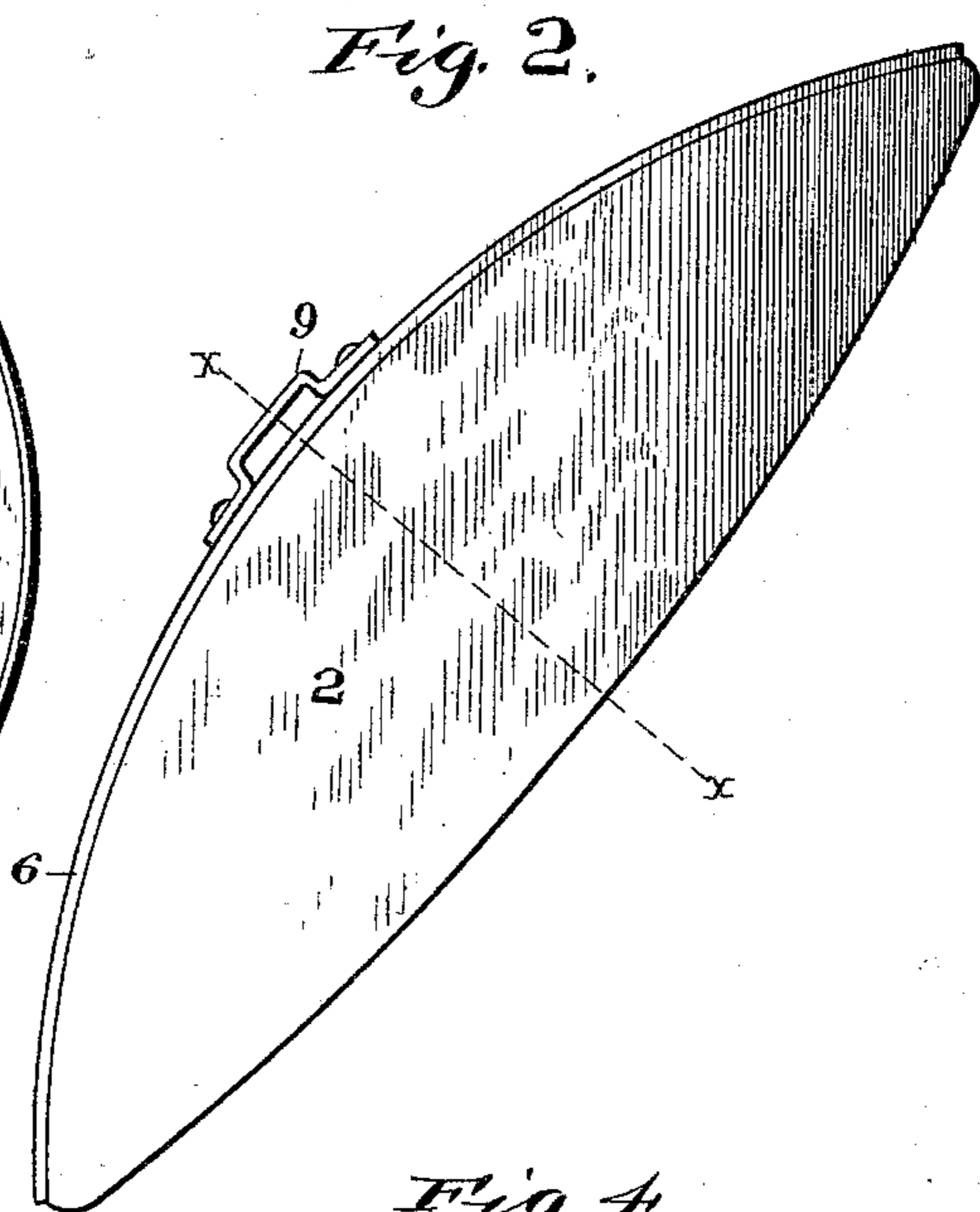
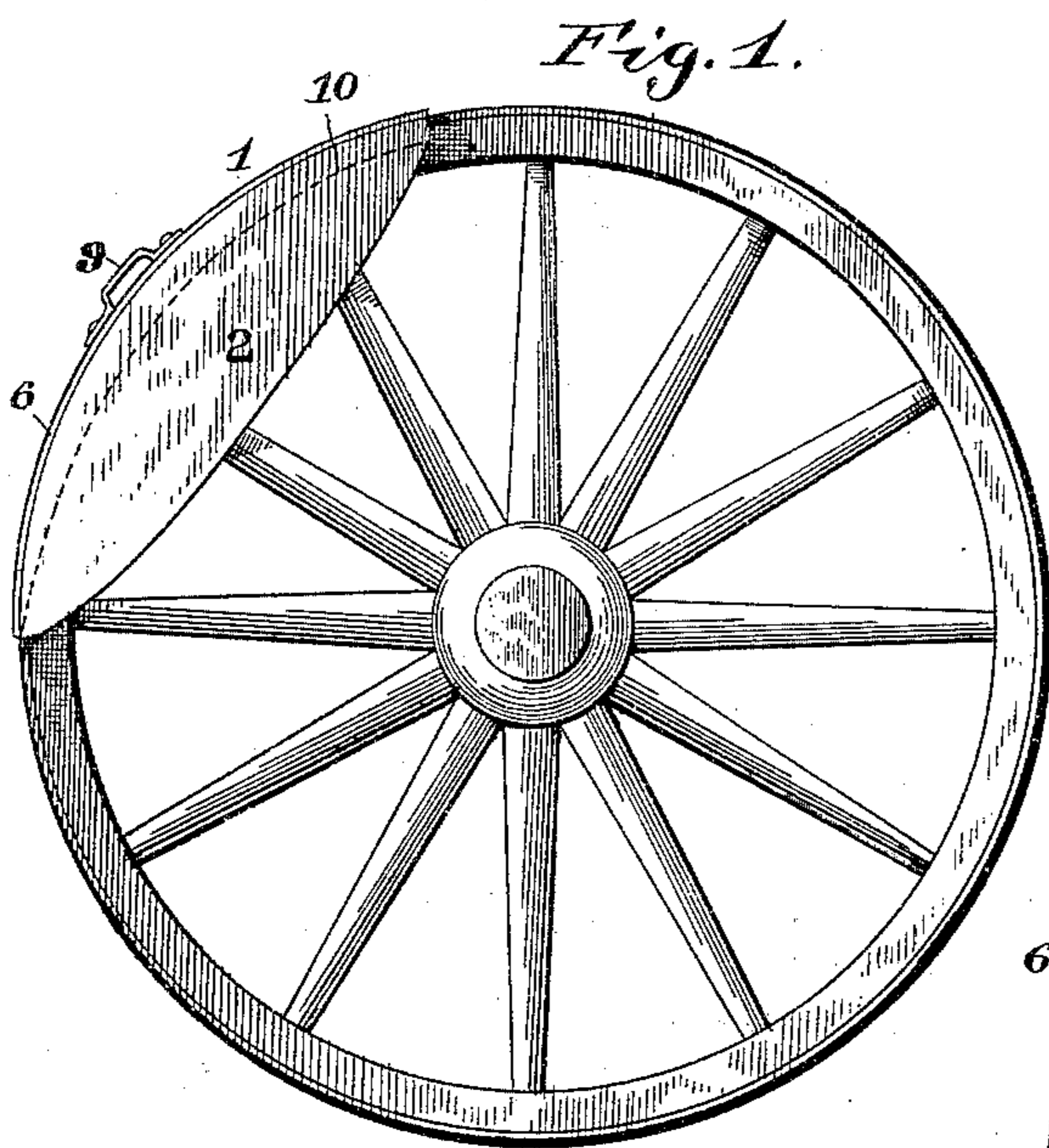


(No Model.)

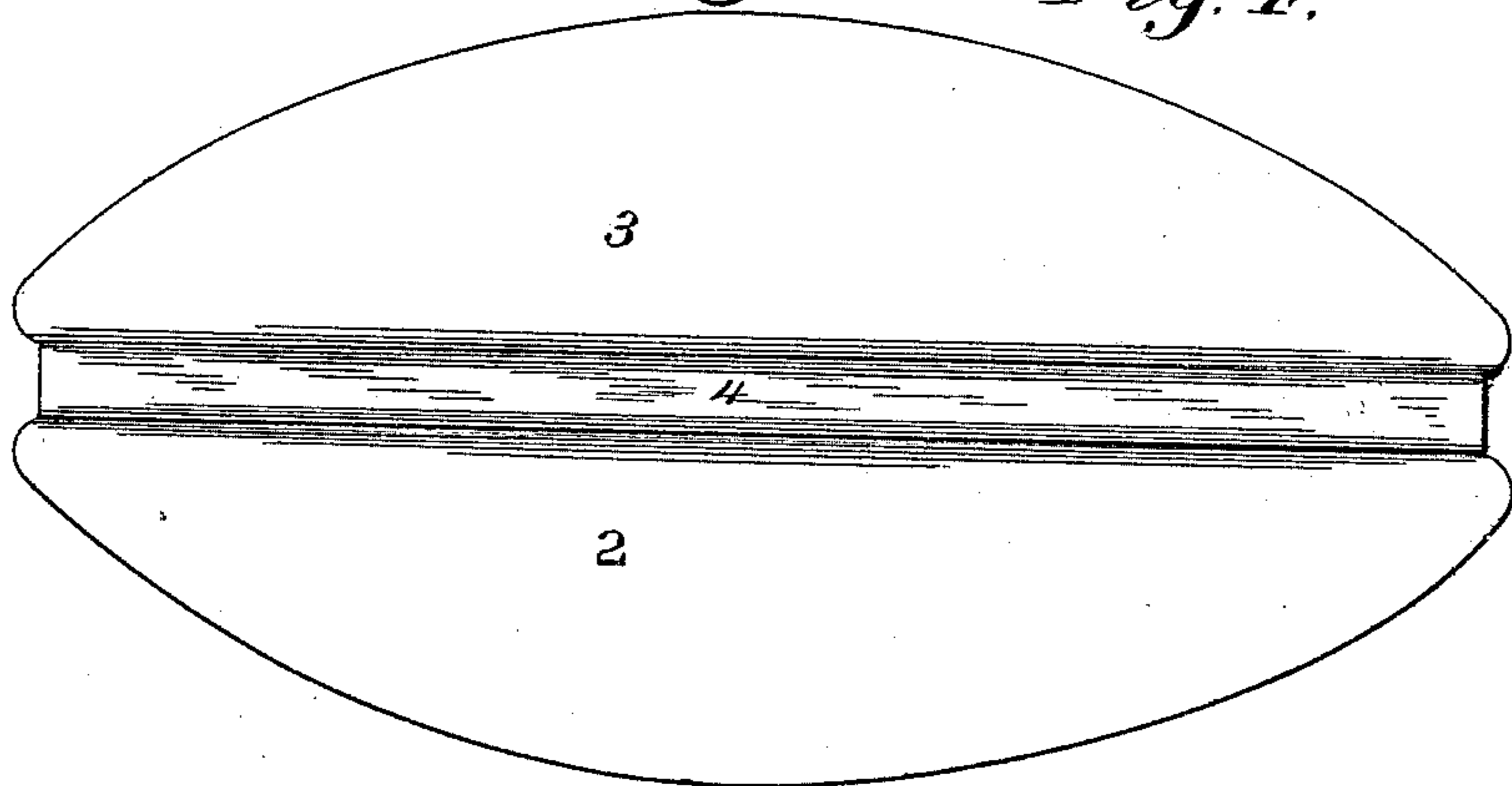
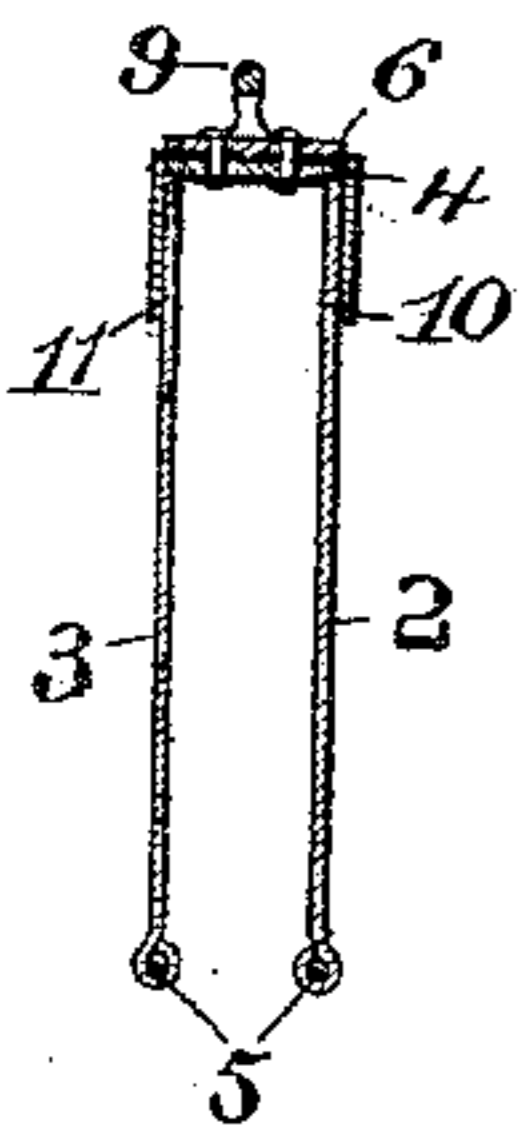
G. J. KEENEY.  
FENDER FOR VEHICLE WHEELS.

No. 431,362.

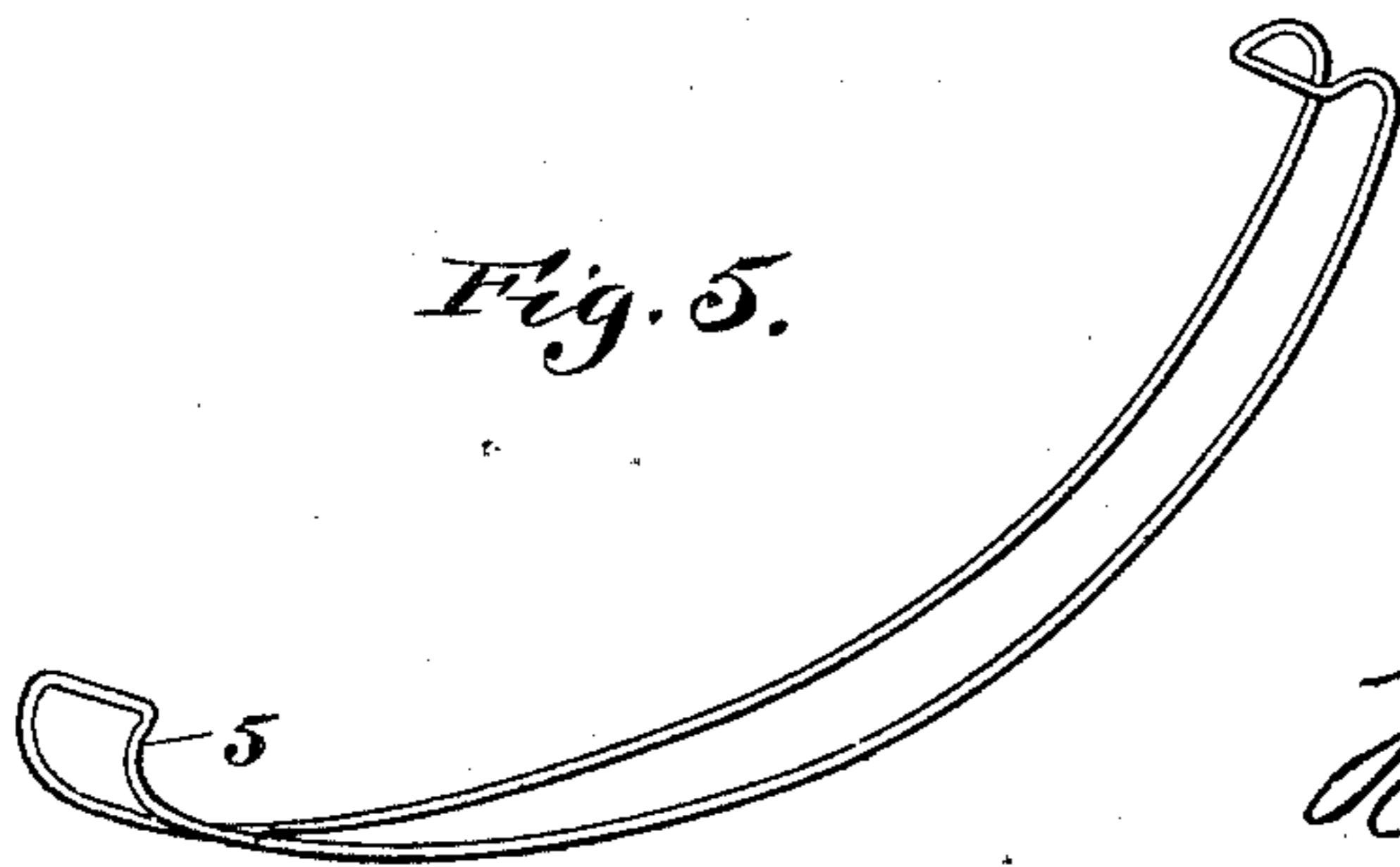
Patented July 1, 1890.



*Fig. 3.*



*Fig. 5.*



Witnesses:  
J. B. McGinn.  
William O. Belt.

Inventor:  
Gordon J. Keeney  
By his Attorney  
McGinn & Co.

# UNITED STATES PATENT OFFICE

GORDON J. KEENEY, OF KINGFISHER, OKLAHOMA TERRITORY.

## FENDER FOR VEHICLE-WHEELS.

SPECIFICATION forming part of Letters Patent No. 431,362, dated July 1, 1890.

Application filed August 6, 1889. Serial No. 319,968. (No model.)

*To all whom it may concern:*

Be it known that I, GORDON J. KEENEY, a citizen of the United States, residing at Kingfisher, in the country of Oklahoma, Indian Territory, have invented certain new and useful Improvements in Guards or Fenders, adapted to be applied to vehicle-wheels to prevent a dress, coat, or other part of a garment from coming in contact with and being soiled by the wheel, of which the following is a specification, reference being had to the accompanying drawings, forming a part hereof, and in which—

Figure 1 is an elevation showing my improved guard or fender applied to a vehicle-wheel. Fig. 2 is an enlarged detached view of the fender or guard. Fig. 3 is a vertical transverse sectional view through the fender on the line  $x x$  of Fig. 2. Fig. 4 is a detail plan view of the pliable housing or sheath, and Fig. 5 is a detail view of the wire-stiffening frame.

This invention relates to a fender or guard adapted to be detachably fitted over the rim or tire of a vehicle-wheel and to hold itself in place by frictional contact therewith, in order to prevent a lady's dress or a coat or other article of wearing-apparel from coming in contact with and being soiled by the wheel on entering or leaving the vehicle; and it consists of a segmental pliable case of leather or the like, having two flaps which are spaced apart a sufficient distance to permit the tire of a wheel to fit between the same, a segmental metallic plate interposed between the flaps and united to the same, and clamping-plates which are arranged to impinge against and secured to the flaps on the outer sides thereof to force the same toward each other and upon the wheel.

My invention further consists in the peculiar construction and arrangement of parts, as will be hereinafter described and claimed.

I will now proceed to a detailed description of my invention, in connection with the accompanying drawings, in which like numerals of reference denote corresponding parts in all the figures.

1 designates the pliable housing or sheath of my improved fender or guard, which sheath consists of the spaced flaps 2 3, which have

segmental edges, and are united or joined together at said segmental edges by an intermediate web 4. The spaced flaps 2 3 are separated sufficiently to permit a wheel-tire to fit between the same, and the edges of said flaps are strengthened by means of a continuous stiffening-wire 5, while the connecting-web has secured to it a rigid metallic plate 6, which is curved longitudinally to conform to the segmental shape of the web, said metallic plate being suitably secured, as by rivets, to the web, and being provided with a handle 9 for its convenient manipulation. To the outer faces of each flap of the guard or fender is secured, in any suitable way, a spring-clamping-plate 10 11, respectively, and these two plates serve to force the flaps toward each other, so that the flaps fit snugly against the lateral faces of the wheel-felly, and thus hold the guard or fender in position on the wheel by frictional contact.

In Fig. 4 I have illustrated a blank in which the pliable flaps and the intermediate connecting-web are stamped or cut out in a single piece, and Fig. 5 illustrates a wire frame, also made of a single continuous piece of wire, which is adapted to be secured to the edges of the blank shown in Fig. 4, in order to make the foundation of the fender or guard. The edges of the leather blank are curved, as shown, while the web terminates at its ends a short distance from the curved ends of that portion (or the sides of the blank) which forms the flaps. The sides of the wire frame are curved to conform to the shape of the blank, and at its ends said frame is indented or bent inward to correspond to the shape of the ends of the blank. The frame is laid upon the blank parallel with the edges of the latter, and said edges are then bent or folded over the wire frame and stitched thereto, in order to unite the wire frame and the leather sheath together. The blank is now bent longitudinally along the sides of the web and into the desired longitudinal segmental shape, after which the stiffening metallic plate is united to the web, and the spring clamping-plates are secured to the flaps, as is obvious.

In operation the guard is adjusted to the wheel tire and felly by placing the flaps over the felly and shoving the fender upon the

wheel, so that the web impinges against the felly and the flaps partially inclose the wheel on both sides, the spring clamping-plates serving to hold the fender in position on the wheel. The occupant can now leave or enter the vehicle without danger of soiling the clothes by contact with the wheel, after which the fender or guard is removed by merely pulling the same off the wheel, and it is then stored in the bottom of the vehicle.

My improved fender or shield is very simple and durable in construction, efficient in service, and cheap of manufacture.

Slight changes in the form and proportion of parts and details of construction can be made without departing from the spirit of my invention.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A wheel fender or guard consisting of a pliable sheath having the flaps and the segmental connecting-web, a stiffening-wire which extends continuously around the edge

of the flaps and web and is united to the edges of the flaps, a metallic segmental plate secured to the web of the sheath, provided with a handle and terminating at its ends at the inwardly-extending parts of the stiffening-wire, and the clamping-plates arranged laterally of the flaps, substantially as and for the purpose specified.

2. A wheel fender or guard consisting of a pliable sheath which is formed of a single piece of leather or like material, which is doubled or folded to form the spaced flaps and the connecting-web, a continuous stiffening-wire which conforms to the shape of the fender and secured to the edges of the sheath, as specified, a metallic segmental plate secured to the web and terminating at its ends at the inwardly-extending parts of the stiffening-wire, and the clamping-plates, substantially as described.

GORDON J. KEENEY.

Witnesses:

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